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THE CANAL OUTLOOK.

The favorable reporting of the isthmian canal treaty marks another step toward the fulfilment of the dream of centuries and the urgent need of many years, says the New York Tribune. The substance of the treaty has already been made public and its precise terms may have leaked out. They seem to be satisfactory to the interests of this country and decidedly generous to Colomia. There is no good reason in sight, therefore, why the treaty should not be ratified promptly and work be begun upon the canal itself. There is ample reason to believe that if it is ratified it will be found effective for the purposes for which it is designed, and that if the work is thus begun it will be carried to a successful conclusion.

There is, it is true, some talk of opposition to the treaty by a single senator. It is said that Senator Morgan, who did not oppose the reporting of it, will oppose the treaty on the floor of the senate. Such rumors we sincerely hope will prove to be unfounded. It is quite probable that Senator Morgan feels a measure of disappointment at the failure of the Nicaragua scheme, after his many years of earnest advocacy of it, and that he is inclined to regard the Panama project with a critical eye. More than that, we may say that his opinions and judgment on the matter of choice of route are entitled to courteous and serious consideration as those of a man pre-eminently well informed upon the subject. But for the very reasons that he is so well informed and has been for years the foremost advocate of an isthmian canal, it is not to be believed that Senator Morgan will indulge in merely obstructive opposition to the pending measure. We take it that, while he earnestly desired to see a canal constructed at Nicaragua, he still more desired and desires to see a canal constructed without regard to site. He is not a "Nicaragua or nothing" man. He wants a canal wherever it can best be constructed. Therefore when he sees, as he doubtless now will see, that a satisfactory bargain has been made for its construction at Panama, and the Panama route is, all things considered, the most practicable, he will accept the situation and lend to the successful execution of the Panama scheme the same intelligent and powerful aid which he formerly gave to the Nicaragua enterprise.

The chances are, then, that there will be no protracted or obstructive opposition to the canal treaty, but that it will soon be ratified and the United States will enter upon the possession of the strip of land at Panama which has for so long a time engaged the speculative attention of the world. Such a consummation will mean much to this country and to others. It will mean, of course, the completion in the near future of one of the greatest public works in the world. It will also mean an eternal quietus to the 50 years' dissatisfaction over the old Clayton-Bulwer treaty. It will mean the ending of all menace of unpleasant complications through alien attempts at canal construction. It will mean a marked increase of United States prestige in Central and South America and in the whole commercial world. The name of Panama has had hitherto varied meanings, including one of almost infinite shame and disgrace. It bids fair henceforth to have only one of honor and beneficence to the world.

In the new federal bankruptcy act soon to become operative an important amendment to the old law will correct an abuse that had already become widespread and was steadily increasing Reference is made to the payment of alimony and other obligations of that sort. It was possible under the old law to evade the payment of alimony granted in court decrees by going through bankruptcy. This could be done more easily, of course, in the case of men without attachable property in any considerable amount, but still having incomes sufficiently large to meet the alimony obligation without much difficulty. Nonpayment of the alimony by default through a series of weeks or months would make it easy to have the accumulated obligation constituted a debt or liability wholly beyond the debtor's assets, a subsequent discharge in bankruptcy wiping out the alimony obligation entirely. The new law specifically prohibits this. No man mulcted with alimony can now wipe out the obligation in any such way. It stands so long as the court decree stands. The effect of the law, in addition to its preventing a form of rascality that was becoming all too common, ought to be salutary also in reducing the number of divorces. When men of a certain class come to learn that the burdens of alimony obligations cannot be shaken off at will, as heretofore, it would not be strange if they exercised more care in avoiding liability to divorce proceedings.

In referring to the peculiar freaks played by the wind as it deflects from the famous "Flatiron" building, the New York Commercial says: Not long ago, the Commercial made reference to the wind-deflecting, glass-destroying "Flatiron" at the southern extremity of Madison square as a new and peculiar creation that opens up a channel for exhaustive inquiry, investigation and discussion. "How far," it was asked, "is the owner or the contractor liable for the deflection of air currents, and what is the natural direction of the wind?" And, the case being without precedent, we ventured the prediction that "the municipal government may ultimately have to establish the office of hydrographer." Upon instituting an inquiry among the plate-glass insurance companies, the Insurance Press has discovered that this "wind hazzard" is a very real thing. One company alone has had to pay six losses for broken plates at the northeast corner of Twenty-second street and Broadway within the past two months; they aggregated nearly $3000, and were all due to the deflection of the wind by the mischievous "Flatiron," it is alleged. "There can be no doubt," says an official of this company "as to the changed conditions in that neighborhood because of the erection of the 'Flatiron' building, the erection of the skyscraper causing some peculiar deflection of wind. We think, however, that the condition which exists when high winds prevail in the neighborhood of the 'Fat iron' building is a very unusual one." That may be. But there are other open squares, other cross-streets, other skyscrapers to go up—and we most respectfully suggest that our insurance folk proceed at once to organize a "national wind-protection association," whose functions and field of effort should correspond to those of the National Fire Protection association. Its first meeting ought to be in Chicago—and we know an Illinois statesman who ought to be present to give practical advice to the organizers from the stand point of an expert "wind engineer" of long standing and experience and unquestioned reputation.

TEACHERS' EXAMINATION.

Notice is hereby given that the county superintendent of Clatsop county, Ore., will hold the regular examination of applicants for state and county papers at the courthouse, Astoria, Ore., as follows:

For State Papers.

Commencing Wednesday, February 11 at 9 o'clock a. m., and continuing until Saturday, February 14, at 4 o'clock p. m.

Wednesday— Penmanship, history, spelling, algebra, reading, school law.

Thursday—Written arithmetic, theory of teaching, grammar, bookkeeping, physics, civil government.

Friday—Physiology, geography, mental arithmetic, physical geography.

Saturday—Botany, plane geometry, general history, English literature, physchology.

For Country Papers.

Commencing Wednesday, February 11, at 9 o'clock a. m. and continuing until Friday, February 13, at 4 o'clock p. m. First, second and third grade certificates.

Wednesday— Penmanship, history, orthography, reading.

Thursday—Written arithmetic, theory of teaching, grammar, school law.

Friday—Geography, mental arithmetic, physiology, civil government.

Primary Certificates.

Wednesday— Penmanship, orthography, reading, arithmetic.

Thursday—Art of questioning, theory of teaching, methods, physiology.

H. S. LYMAN.
School Superintendent Clatsop County, Oregon.

REDUCED RATES FROM THE EAST

Commencing February 15th and continuing until April 30, there will be low rates in effect from the east via the Illinois Central R. R. to all Oregon, Washington and Idaho points. If any of your friends or relatives in the east are coming west while these rates are in effect, give us their name and address, and we will make it our business to see that they are given the best possible service. We operate through personally conducted excursion cars, and in fact give you the benefit of the latest conveniences known to modern railroading. We have 15 different routes between the east and west, and are in position to give you the benefit of the best combinations. Write us and we will give you full particulars. B. H. Trumbull, Com'l. agent Ill. Cent. R R. 142 Third street, Portland, Ore.

Office of C. Q. M., Vancouver barricks, Wash., February 5, 1903—Sealed proposals, in triplicate, will be received here until 11 o'clock a. m. March 6, 1903, and then opened, for furnishing and delivery of all material required by the plans and specifications for the construction of electric light plant for Fort Stevens, Oregon. U. S. reserves the right to reject or accept any or all proposals or any part thereof. Information furnished on application. Envelopes containing proposals should be marked "Proposals for material in coastructing electric light plant at Fort Stevens, Oregon," and addressed to F. H. Hathaway, C. Q. M.

"WHERE TO HUNT AND FISH."

Northern Pacific's new game book is now ready for distribution. Illustrations of live game a particular feature. Four full pages from Seton-Thompson's drawings made specially for this book. Send address with six cents and book will be mailed to you by Chas. S. Feo, G. P. & T. A., St. Paul, Minn.

NORTHERN PACIFIC

Time Card of Trains

PORTLAND.

	Leaves	Arrives
Puget Sound Limited.	7:25 a m	6:45 p m
Kansas City-St. Louis Special	11:10 a m	6:45 p m
North Coast Limited	3:30 p m	7:00 a m
Tacoma and Seattle Night Express	11:45 p m	3:05 p m

Take Puget Sound Limited or North Coast Limited for Gray's Harbor points
Take Puget Sound Limited for Olympia direct.
Take Puget Sound Limited or Kansas City-St. Louis Special for points on South Bend branch.
Double daily train service on Gray's Harbor branch.
Four trains daily between Portland, Tacoma and Seattle.

A. D. CHARLTON,
Assistant General Passenger Agt.,
255 Morrison st., Portland, Or.

"THE POETRY OF THE ORANGE."

"It appeals to you, when the fruit hangs ripe and sweet on the tree late in February, or early in March. Then the blossoms break out, and the trees are yellow with golden globes, and white with orange flowers. It may be that a flurry of snow has whitened the mountain tops, and then you have an artistic background for a tropical forest. The air is full of sunshine, and heavy with the fragrance as night comes on, and then, if the moon be shining, you hear at midnight through open windows, the song of the mocking bird in the scented grove, and it never seemed so melodious before."

An experience like this is possible any winter, and it is worth a journey or a thousand miles, while you can have it, by taking the scenic Shasta route throug the grand and picturesque Siskiyou and Shasta mountains, to southern California. Complete information about the trip, and descriptive matter, telling about California, may be had from any Southern Pacific agent, or W. E. Coman, Gen. Pass. Agt., S. P. Co., Lines in Oregon, Portland, Oregon.

SAVED FROM TERRIBLE DEATH.

The family of Mrs. M. L. Bobbitt of Bargeton, Tenn., saw her dying and were powerless o save her. The most skillful physicians and every remedy used, failed, while consumtion was slowly but surely taking her life. In this terrible hour Dr. King's New Discovery for Consumtpion turned despair into joy. The first bottle brought immediate relief and its continued use completely cured her. Guaranted bottles 50c and $1. Trial bottle free at Chas. Rogers' drug store.

NORTH COAST LIMITED.

Is only run by the Northern Pacific between Portland and Minneapolis and St. Paul, through Tacoma, Seattle, Spokane, Missoula, Butte, Livingston, Billings, Bismark and Fargo. Eight of these trains are on the run daily, four east and four west. Each is a solid vestibuled train, carrying standard Pullman tourist sleepers, dining car, day coaches, mail, express and baggage car and the elegant observation car. Each train is brilliantly lighted with over 300 lights and the beauty of it all is you can travel just as cheaply on this train as on any other. All representatives will be glad to give you additional information. A. D. Charlton, Assistant General Passenger Agent, 255 Morrison St, Portland, Oregon.

ASTORIA AND COLUMBIA RIVER RAILROAD.

LEAVE	PORTLAND	ARRIVE
8 00 a m / 7 00 p m	Portland Union Depot For Astoria and Way Points	11 10 a m / 9 40 p m
ASTORIA		
7 45 a m / 6 10 p m	For Portland and Way Points	11 30 a m / 10 50 p m
SEASIDE DIVISION		
*8 15 a m / 11 05 a m / 5 50 p	Astoria for Warrenton, Flavel, Fort Stevens, Hammond and Astoria	7 40 a m / 4 00 p m / *10 45 a m
6 15 a m / *9 30 a m / 2 30 p m	Seaside for Warrenton, Flavel, Hammond, Fort Stevens and Astoria	12 50 p m / 7 20 p m / *9 25 a m

*Sunday only.

All trains make close connections at Goble with all Northern Pacific trains to and from the East and Sound points.

J. C. MAYO, Gen'l Freight and Pass. Agent

O. R. & N.

UNION PACIFIC — OREGON SHORT LINE AND UNION PACIFIC

Depart.	TIME SCHEDULES From Portland.	Arrive.
Chicago Portland Special 9:20 a. m. via Huntington.	Salt Lake, Denver, Ft. Worth, Omaha, Kansas City St. Louis, Chicago and East.	4:30 p.m.
Atlantic Express 8.15 p.m. via Huntington.	Salt Lake, Denver, Ft. Worth, Omaha, Kansas City, St. Louis, Chicago and East.	10:30 a.m.
[illegible] St. Paul Fast Mail 6 p. m. via. Spokane	Walla Walla, Lewiston, Spokane, Minneapolis, St. Paul, Duluth, Milwaukee, Chicago and East.	7:35 p. m.

70 hours from Portland to Chicago. No change of cars.

OCEAN AND RIVER SCHEDULE.
—From Astoria—

	All sailing dates subject to change. For San Francisco every five days.	
7 a. m. Daily except Sun	Columbia River to Portland and Way Landings.	4: a. m., Daily except Mon

Steamer Nahcotta leaves Astoria on tide daily except Sunday for Ilwaco, connecting there with trains for Long Beach, Tiga and North Beach points. Returning arrives at Astoria same evening.

G. W. LOUNSBERRY, Agent. Astoria.

A. L. CRAIG, General Passenger Agent, Portland, Oregon.